

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing Of Claims:

1-9. (Canceled)

10. (New) A method for controlling an internal combustion engine, comprising:
calculating, as a function of a setpoint input and according to a torque model, at least one of a torque actual value and at least one actuating variable of the internal combustion engine;

determining, under a predefined standard condition, at least one basic variable of the torque model;

correcting the at least one basic variable as a function of an actual setting of the internal combustion engine, wherein the correcting includes correcting an optimum torque of the at least one basic variable according to an efficiency for a conversion of a chemical energy into mechanical energy; and

determining the efficiency at least as a function of a variable characterizing a combustion center point and a variable characterizing an opening instant of a discharge-side gas-exchange valve.

11. (New) The method as recited in Claim 10, further comprising:
determining the efficiency as a function of a fresh-air charge.

12. (New) The method as recited in Claim 10, further comprising:
selecting a deviation between an optimum ignition angle and an actual ignition angle as the variable characterizing the combustion center point.

13. (New) The method as recited in Claim 10, further comprising:
selecting an adjustment angle of a camshaft as the variable characterizing the opening instant of the discharge-side gas-exchange valve.

14. (New) The method as recited in Claim 10, further comprising:
dividing the efficiency into a first partial efficiency and into a second partial efficiency;
determining the first partial efficiency as a function of the variable characterizing the combustion center point; and
determining the second partial efficiency as a function of the variable characterizing the opening instant of the discharge-side gas-exchange valve.
15. (New) The method as recited in claim 10, wherein:
the at least one actuating variable of the internal combustion engine includes a setpoint ignition angle that is determined by inversion of a calculation formula for determining the efficiency.
16. (New) A device for controlling an internal combustion engine, comprising:
a control device for storing a torque model for the internal combustion engine and including:
an arrangement for determining, as a function of a setpoint input and according to a torque model, at least one of an instantaneous value and at least one actuating variable;
an arrangement for providing at least one basic variable within a framework of the torque model, the at least one basic variable being established under a standard condition; and
an arrangement for correcting the at least one basic variable as a function of a deviation from the standard condition, the at least one basic variable including an optimum torque that is corrected by an efficiency for a conversion of chemical into mechanical energy, wherein the efficiency depends on at least one variable characterizing a combustion center point and a variable characterizing an opening instant of a discharge-side gas-exchange valve.
17. (New) A computer program having program code that when executed results in a performance of the following:
calculating, as a function of a setpoint input and according to a torque model, at least one of a torque actual value and at least one actuating variable of an internal combustion engine;

determining, under a predefined standard condition, at least one basic variable of the torque model;

correcting the at least one basic variable as a function of an actual setting of the internal combustion engine, wherein the correcting includes correcting an optimum torque of the at least one basic variable according to an efficiency for a conversion of a chemical energy into mechanical energy; and

determining the efficiency at least as a function of a variable characterizing a combustion center point and a variable characterizing an opening instant of a discharge-side gas-exchange valve.